

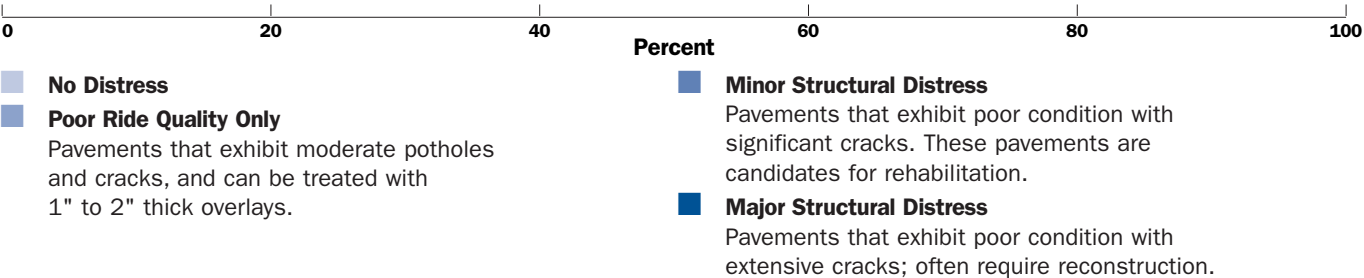
Condition of Pavement on State Highways Worsens in 2005; One-Quarter of Roadway Miles Show Signs of Major Structural Distress

- Pavement condition deteriorated on state highways in the Bay Area in 2005, as the share of roads with no distress slipped five percentage points to 68 percent, and the portion showing major structural distresses rose five percentage points to 25 percent.
- At 68 percent, the share of roads with no distress is at its lowest point in the last five years. At the other end of the scale, the percentage of roadway miles showing major structural distress — 25 percent — is at its highest point in five years. Fully one-quarter of the lane miles on Bay Area state highways now show signs of serious damage, whereas as recently as 2001, just one mile in seven fell into this category.

Note:
State-owned roadways are commonly called state highways and include freeways, rural highways (such as Route 1 along the Pacific Coast, Route 29 in Napa and Route 116 in Sonoma) and state-owned urban and suburban arterials (such as San Pablo Avenue in Alameda and Contra Costa counties and Skyline Boulevard in San Mateo County).

Pavement Conditions for State Highways in the Bay Area, 2001–2005

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|------|-----|----|----|-----|
| 2005 | 68% | 2% | 5% | 25% |
| 2004 | 73% | 1% | 6% | 20% |
| 2003 | 74% | 2% | 6% | 18% |
| 2002 | 76% | 2% | 7% | 15% |
| 2001 | 75% | 3% | 8% | 14% |



Source: Caltrans
Includes state-owned freeways and non-freeway roadways. Excludes state-owned bridges.
Total Bay Area lane miles in 2001, 2002, and 2003 was 5,960. Total in 2004 and 2005 was 5,980.

- The state has not been able to sustain investments in road repair following a big infusion of cash in fiscal year 2000-01 to repair damaged roads and perform preventive maintenance. That sizable one-time investment appreciably improved the condition of state highways in the region. From 2000 to 2001, the share of roadways showing no distress jumped to 75 percent (from 64 percent), and the percentage of roadways with major structural distress fell to 14 percent (from 25 percent). But since then, the share of roads in this latter group has risen every year, culminating in the five-percentage-point jump from 2004 to 2005.
- The \$19.9 billion transportation bond (Proposition 1B) passed by voters in November 2006 includes \$500 million for state highway maintenance. Caltrans plans to use this money to accelerate repair work on some of the neediest and costliest state highway segments in California. But this infusion of new funds is not enough to significantly improve roadway conditions overall.